

Washington Roadway Safety

Opening Remarks

Washington State Road Safety Conference

Douglas B. MacDonald
Secretary of Transportation

Paula Hammond
Chief of Staff

Greater Tacoma Trade and Convention Center
August 30, 2005



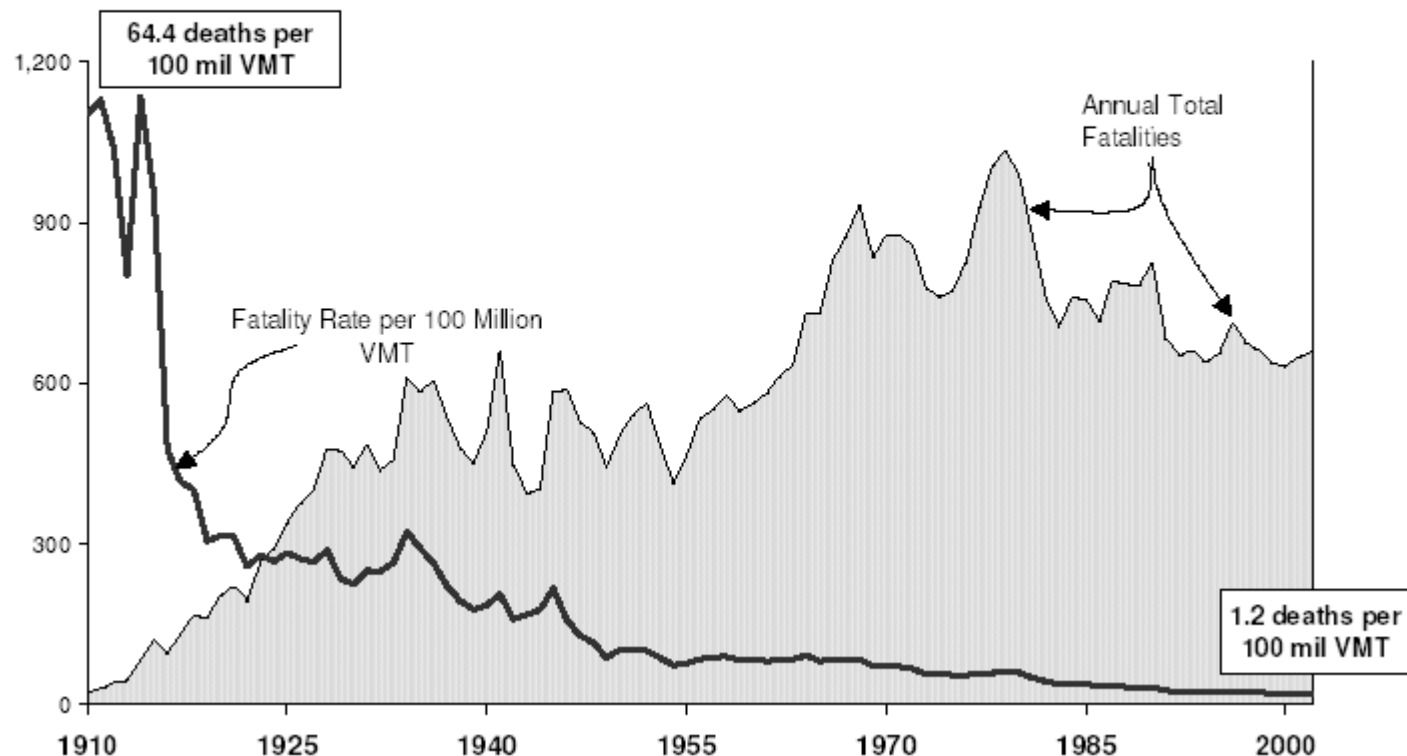
**Washington State
Department of Transportation**

Why Are We Here?

Fatalities Still Happen

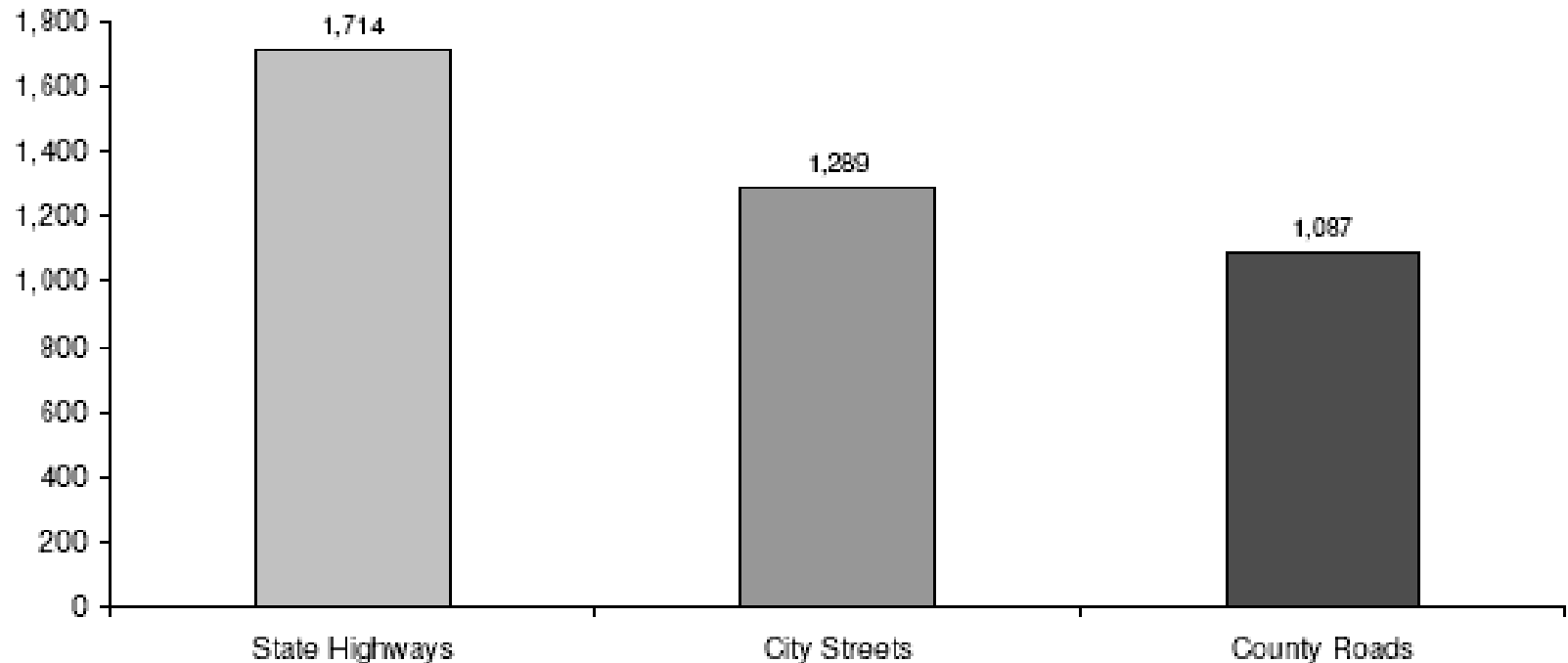
Washington Motor Vehicle Total Fatalities and Fatality Rates *

1910 - 2002



State, County, and City Problems

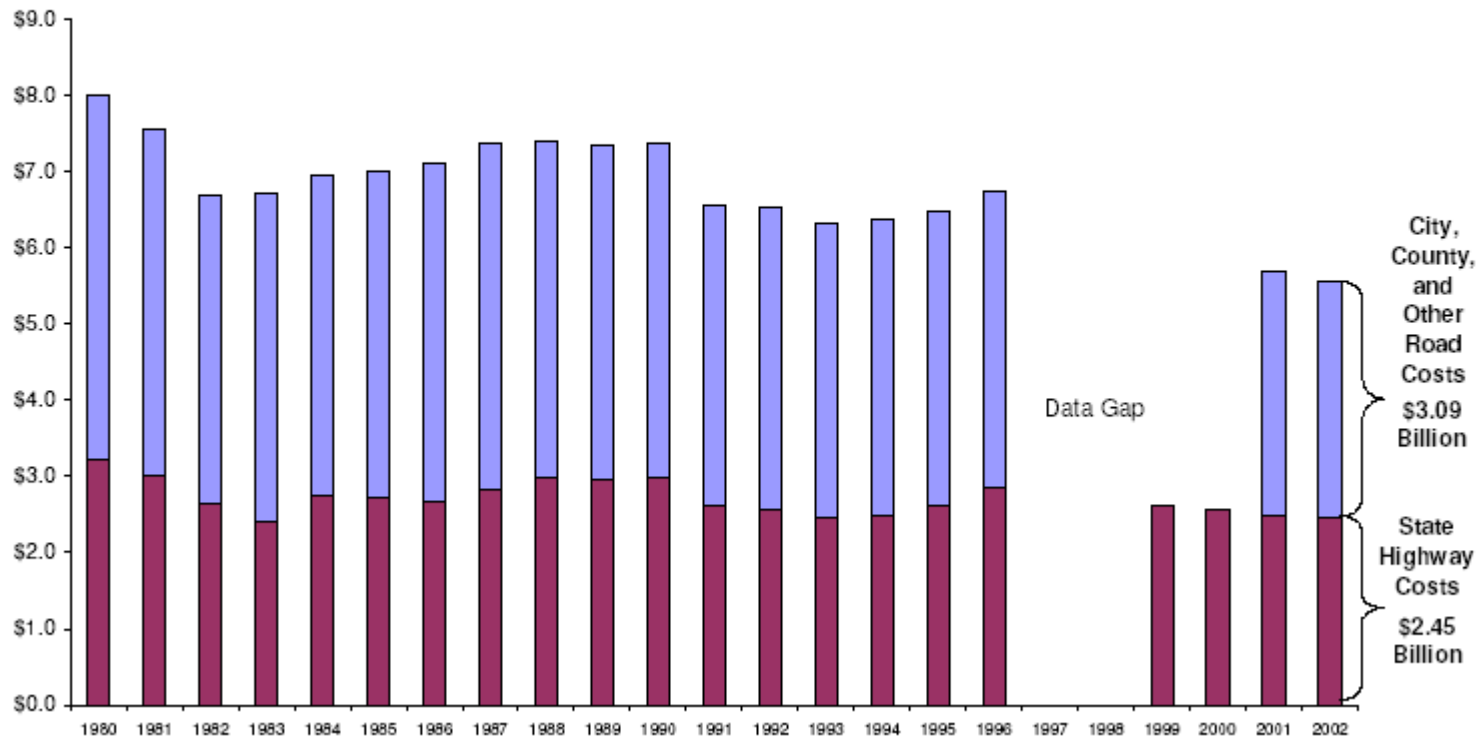
***Number of Motor Vehicle Fatalities
and Disabling Injuries***
By Roadway Type in Washington
2002



How much does it cost? About \$5.6 billion dollars – that's \$930 for each person in Washington.

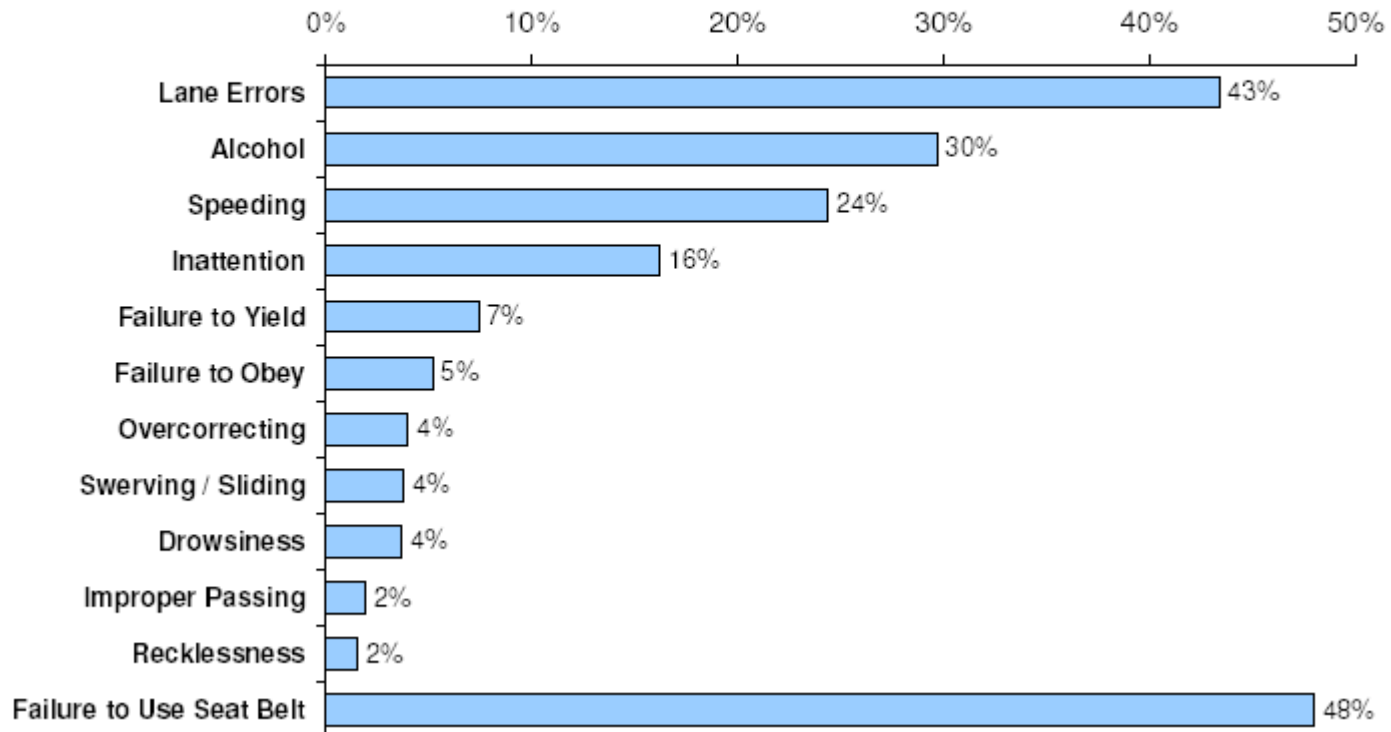
Societal Costs of Motor Vehicle Collisions in Washington State: 1980 - 2002

Cost in 2002 Dollars (in Billions)



Driving Behaviors

Driver Errors and Behaviors Associated with Fatal Crashes: Washington State 1993 - 2001

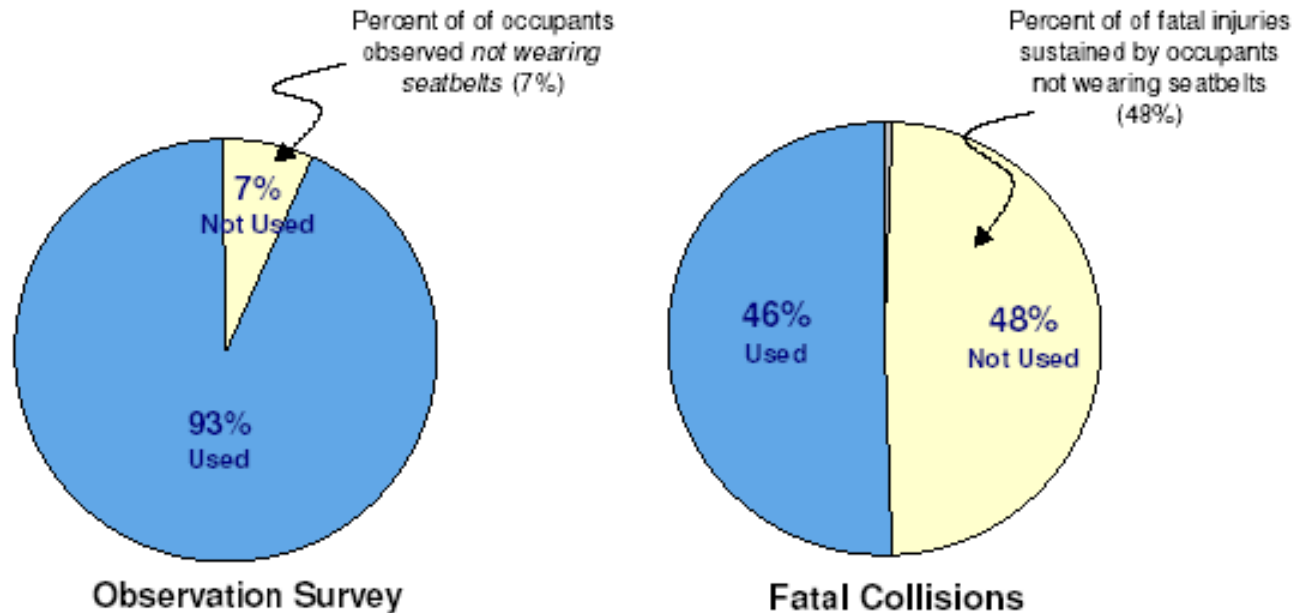


Seat Belts

Rate of Seatbelt Use in Washington

Comparison of Observed Public Use and Fatally Injured Occupant Use

2002

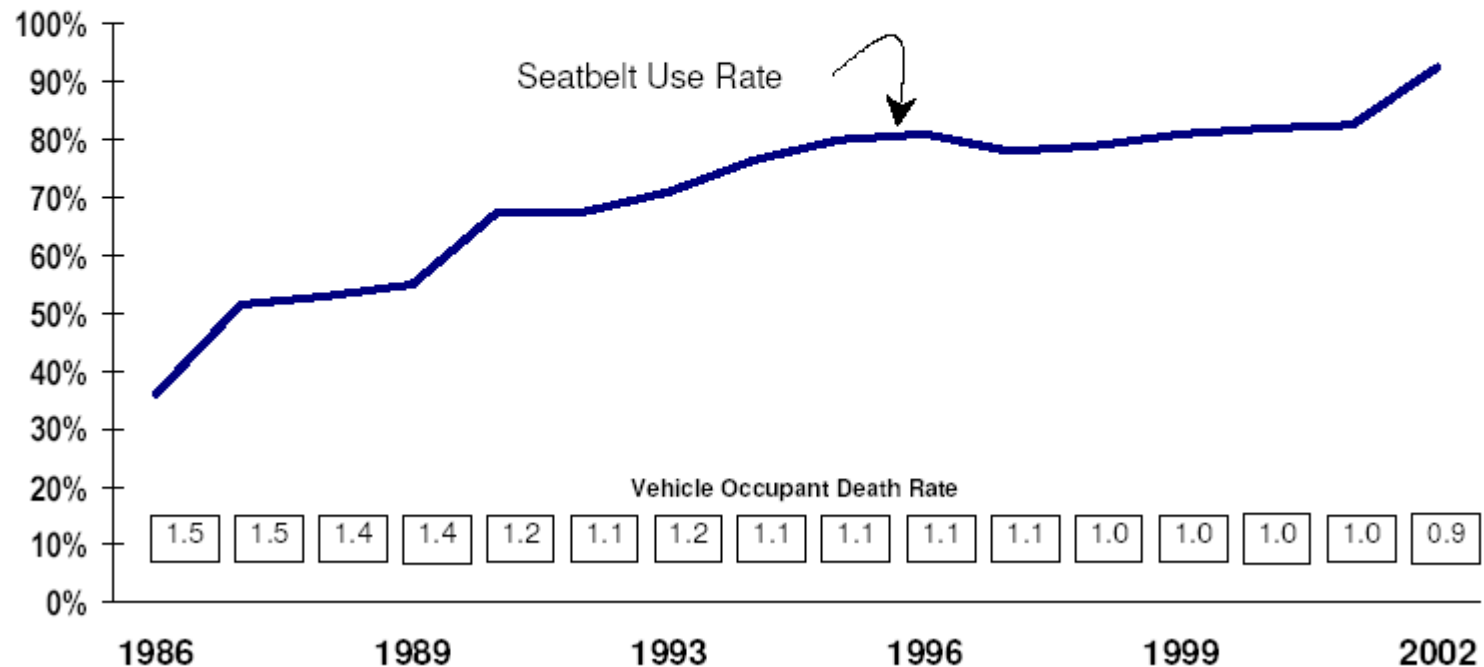


Seat Belts – Click It or Ticket

Vehicle Occupant Death Rates

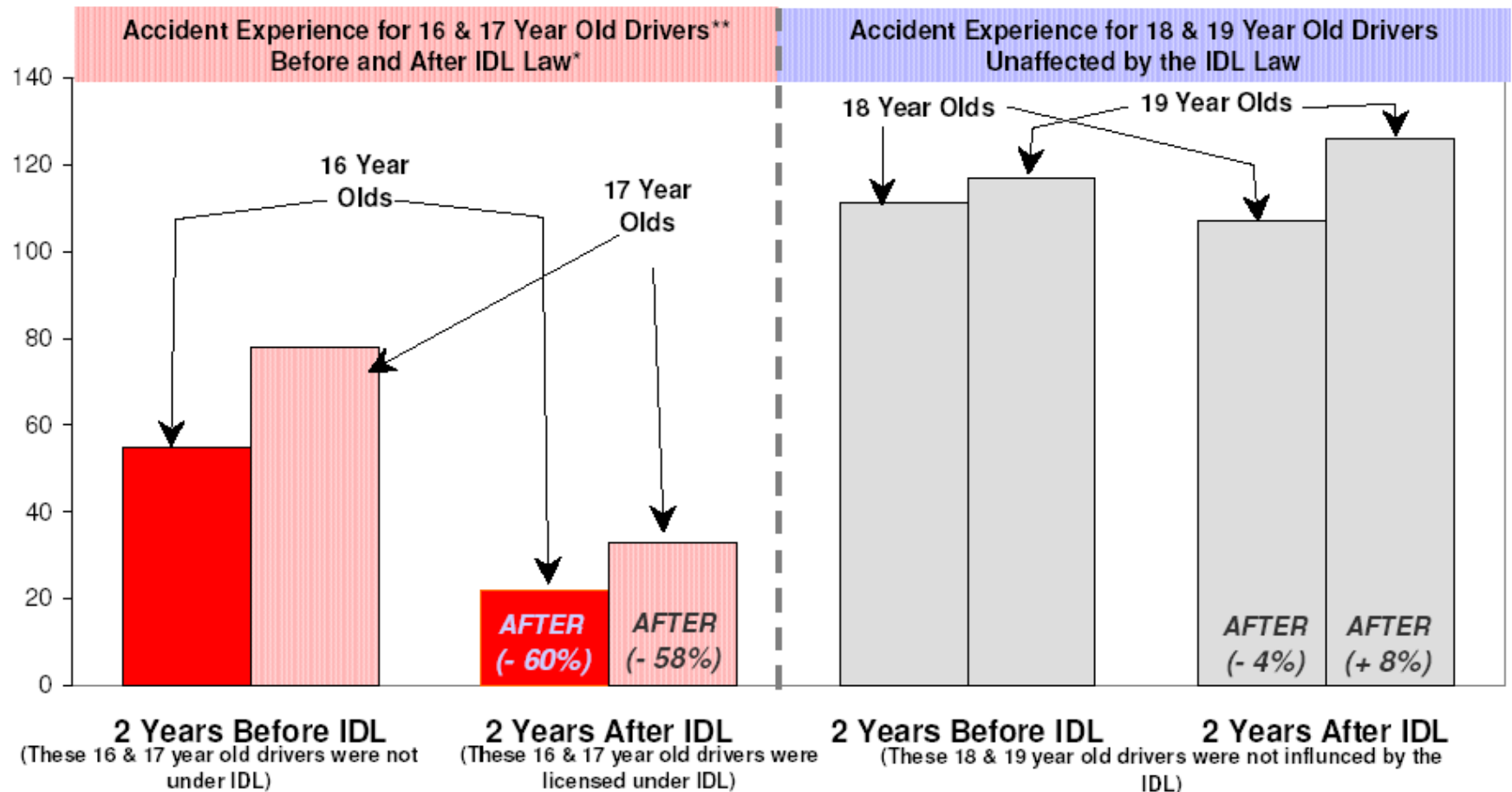
Change of Washington Occupant Deaths per 100 VMT
and Observed Seatbelt Use

1986-2002



Intermediate Driver's License

Number of Fatal and Disabling Injury Accidents for 16 to 19 Year Old Drivers Before and After IDL Law



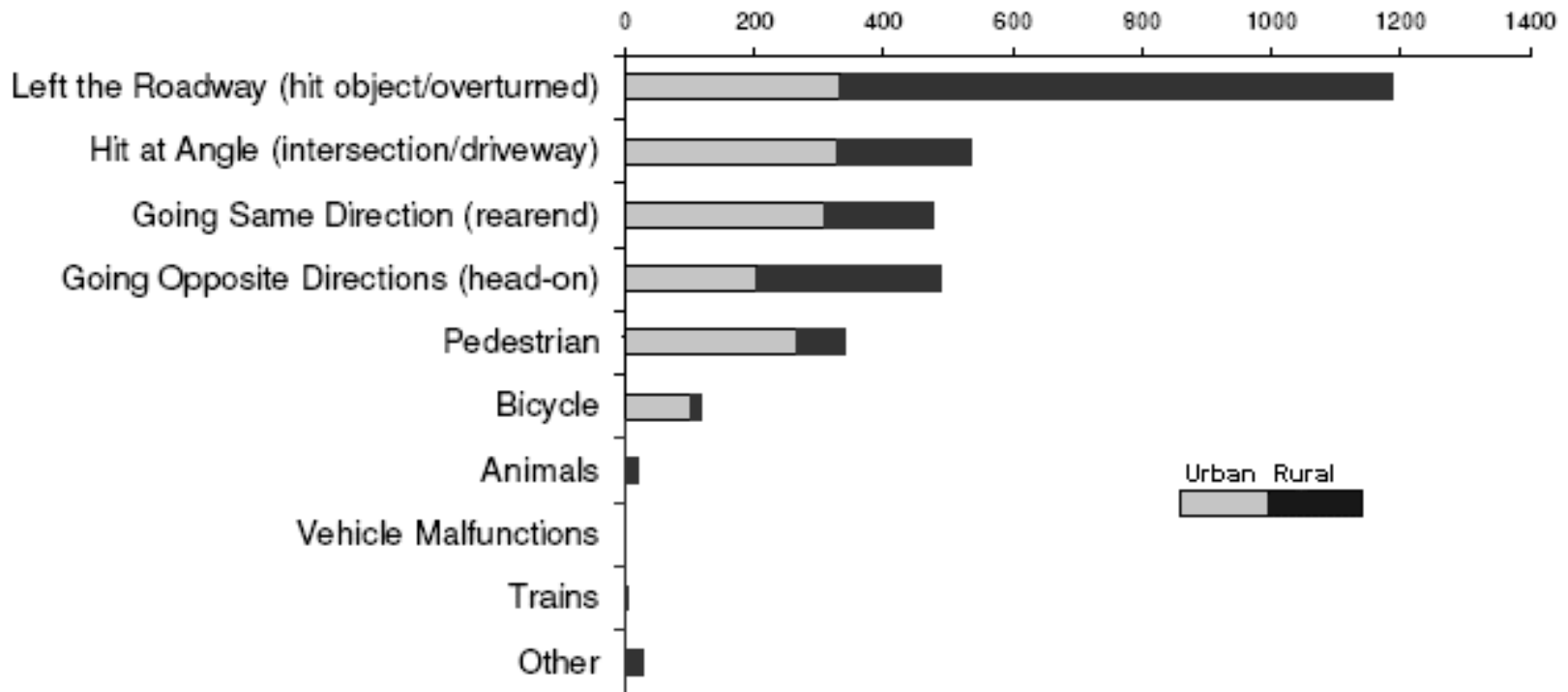
*The Intermediate Driver's Licensing (IDL) Program went into effect July 1, 2001.

**Collisions on Washington State Highways. Source: TDO-WSDOT.

Intersections, Rural Roads, and Pedestrians/Bicycles

Roadway Circumstances and Conditions Associated with Fatal and Disabling Injury Collisions

Washington State: 2002



Intersection Safety

Red Light Running

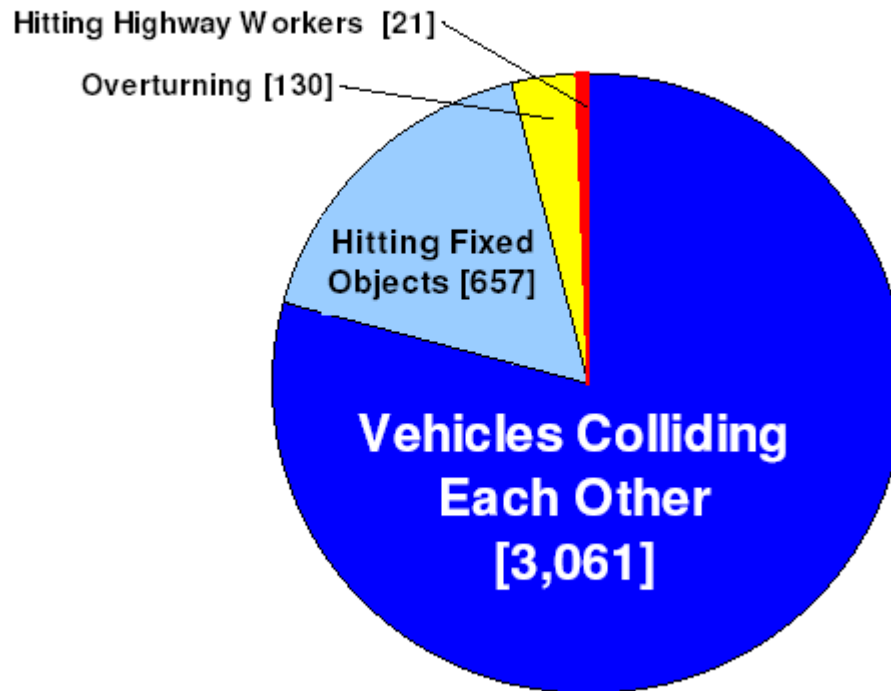


Roundabouts



Work Zones

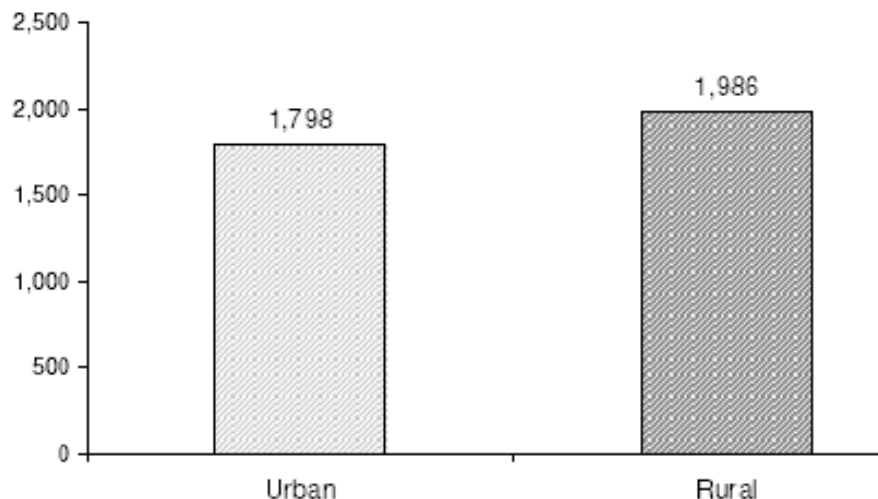
Crash Types in Work Zone 1999 - 2001



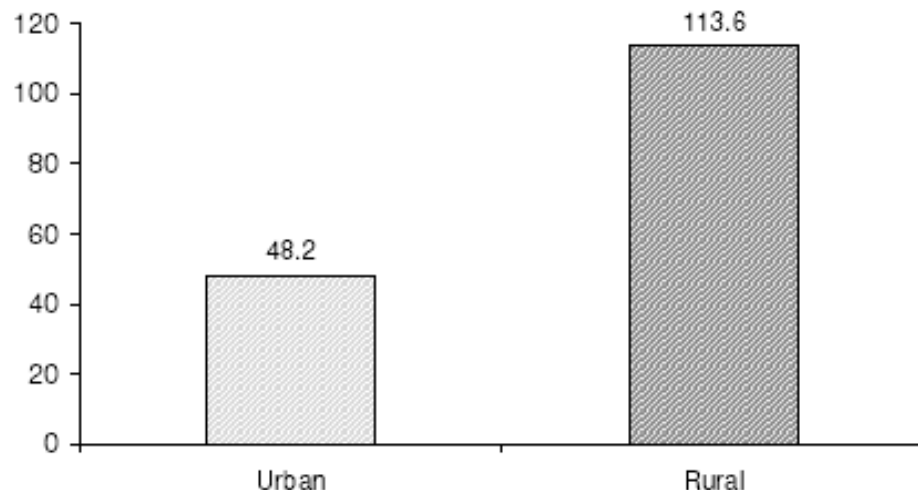
Rural Road Safety

Rural Road Problems

Number of Fatal and Disabling Injury Collisions
By Urban and Rural Roadways
2002



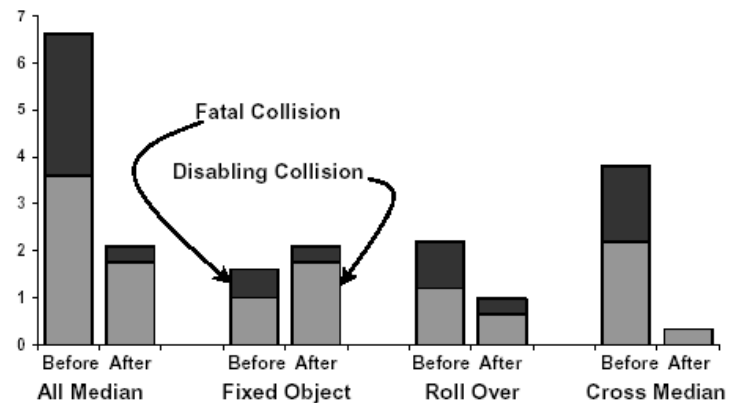
Rate of Fatal and Disabling Injury Collisions
By Urban and Rural Roadways
Rate Per 100 Million VMT
2002



Cable Median Barrier & Other Engineering Improvements

Severe Collisions

Before & After Cable Median Barrier Installation
Annual Fatal & Disabling Collisions
by Median Collision Type



Combined Average for 21 Safety Projects

Collisions Per Year

	All Types	Property Damage Only	Injury/Fatal
Before	15.5	8.8	6.7
After	9.7	5.5	4.2

Source: WSDOT Transportation Data Office.

Corridor Safety Program

Community Corridor Safety Program Gets Results

The Corridor Safety Program is a partnership between WSDOT, the Washington Traffic Safety Commission, and the Washington State Patrol. Local collaboration improves safety in specific corridors, using low-cost approaches and building strong local partnerships. In each locale a committee representing a wide range of interested community members and groups coordinates the effort. The Corridor Safety Program was awarded Governor Locke's 2002 Governor's Award for Public Benefit.

U.S. 97A between Wenatchee and Chelan

This 40-mile-long U.S. 97A corridor had a high number of single-vehicle accidents. Compared to similar highways in the region, 97A experienced

300% more wildlife collisions, 188% more alcohol-related collisions with 176% more fatalities and disabling injuries, as well as higher percentages of "failure to yield" and "driver inattention" collisions.



The project reduced collisions, injuries and deaths through the "Four Es" – education, enforcement, emergency services and engineering.

Highlights of these approaches include:

Education

- Presentations to community groups and schools
- Public Safety Announcements
- Project website (active through end of 2001)

Enforcement

- DUI emphasis patrols
- Coordinated multi-jurisdictional law enforcement
- Highway Watch Program

Emergency Services

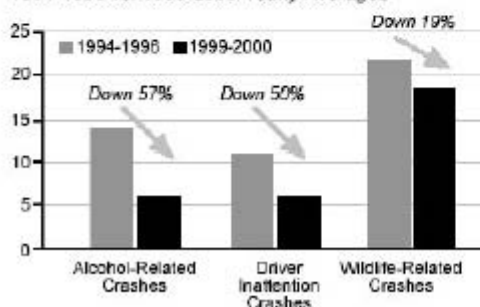
- Improved use of 911 system
- Development of more incident response teams
- GPS equipment to pinpoint emergency scenes

Engineering

- Additional warning and hazard signs
- Wildlife fences and reflectors
- Enhanced paint striping program
- Attention-getting signing ("Killed by Drunk Driver")

U.S. 97A Reduction in Crashes

1994-1996 vs. 1999-2000 Yearly Averages



Source: WSDOT Traffic Office.

The program is cost-effective: every dollar invested saves approximately \$35 in societal costs.

Centerline Rumble Strips

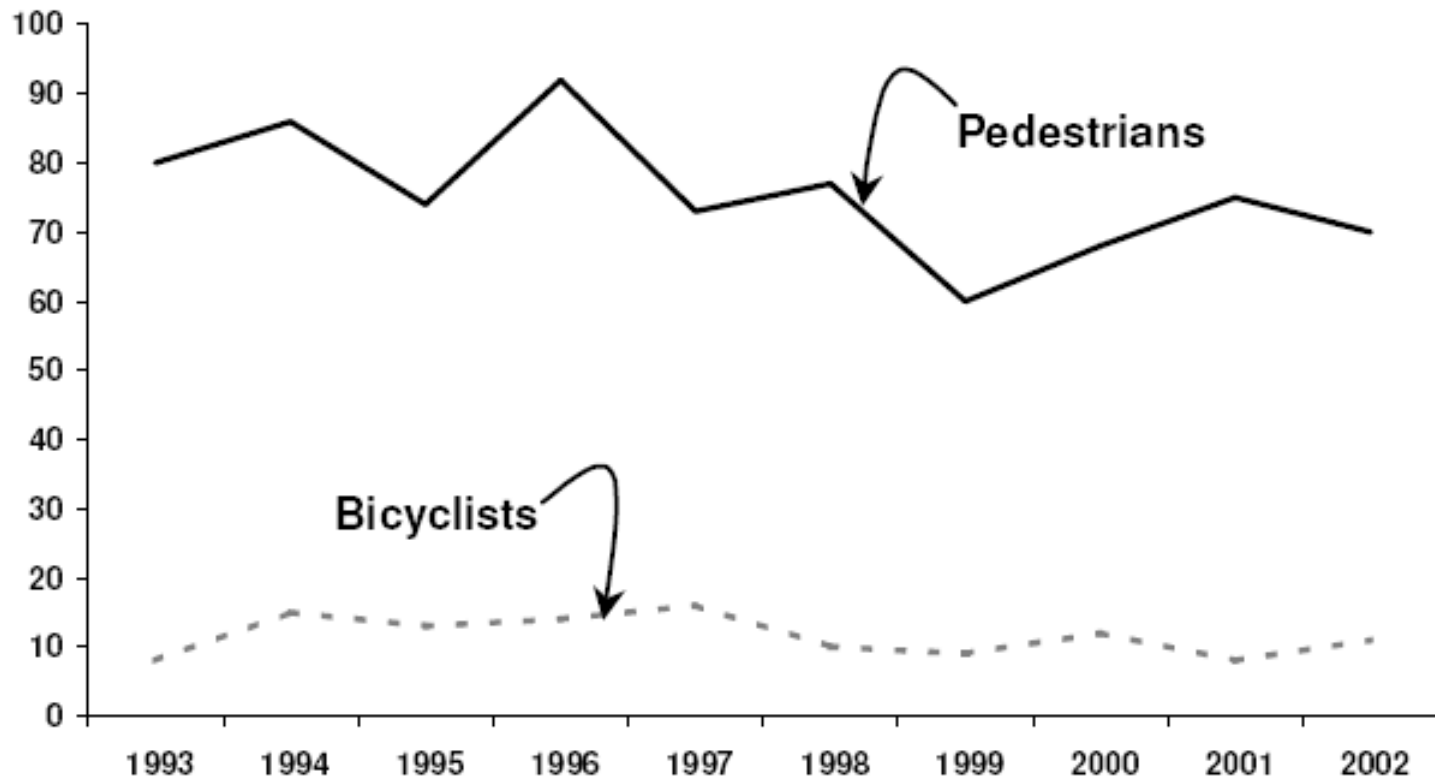


Pedestrian/Bicycle Safety

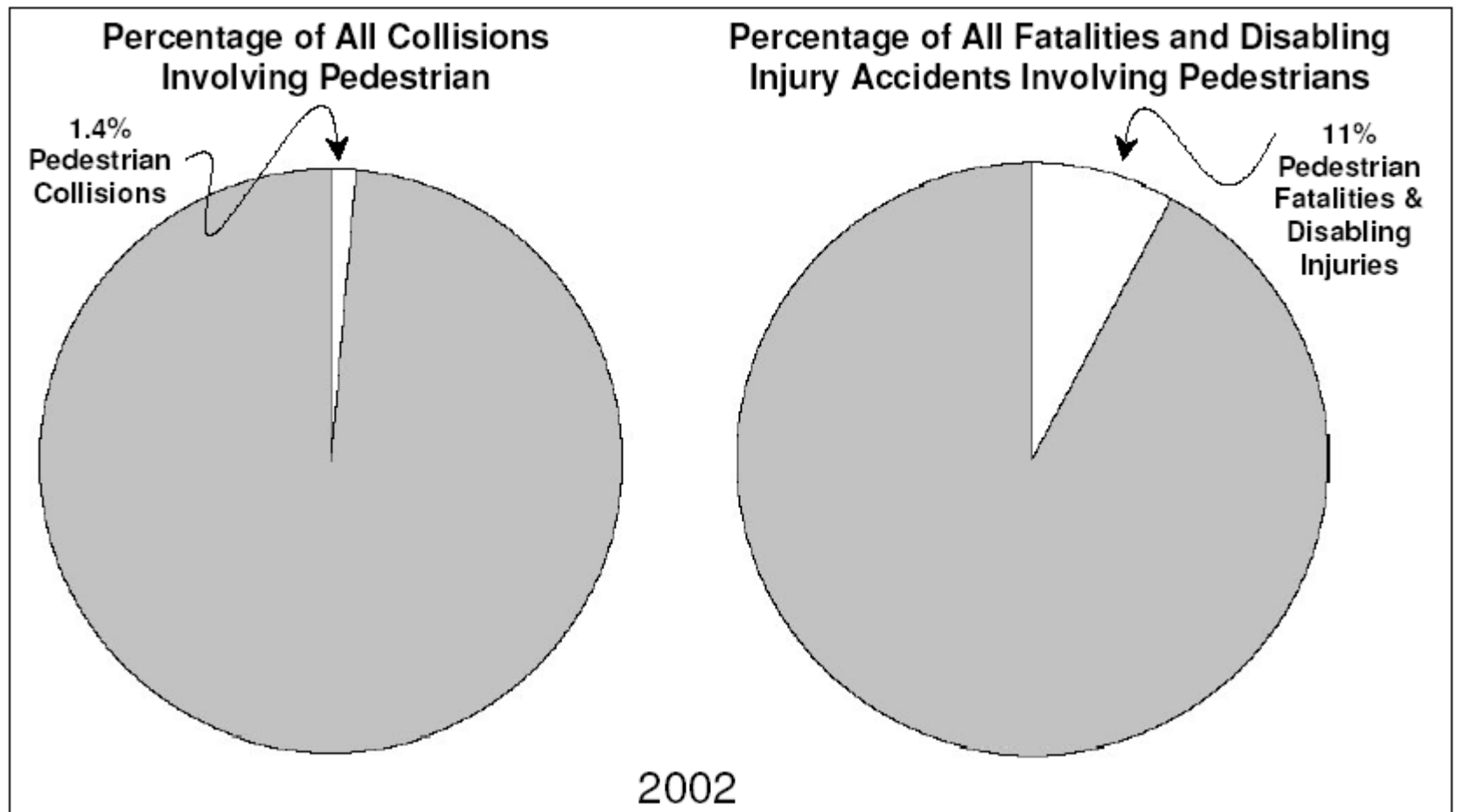
Pedestrian & Bicycle Fatalities

Washington Fatalities for Bicyclists and Pedestrians

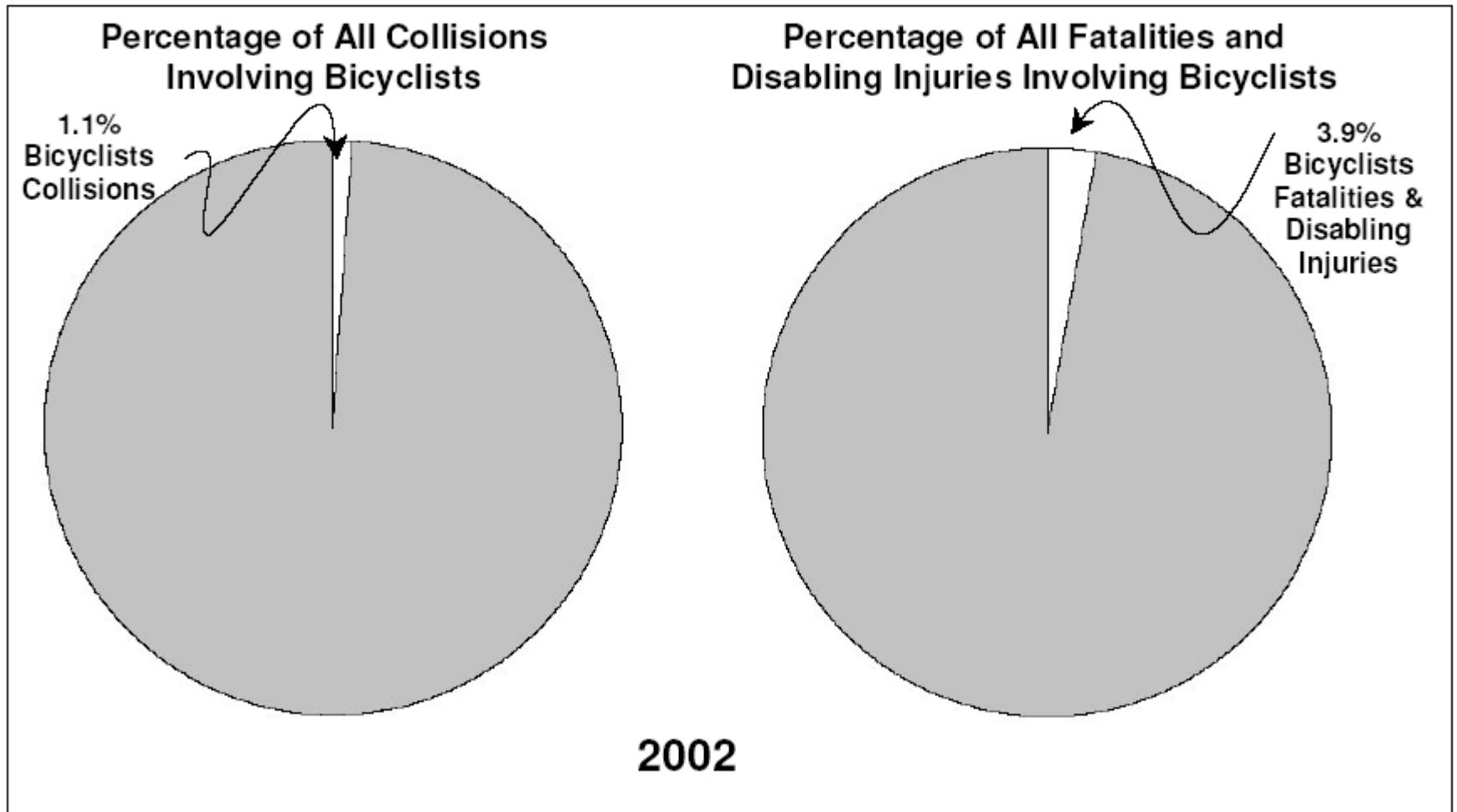
1993-2002



Pedestrian Fatalities & Disabling Injuries



Bicycle Fatalities & Disabling Injuries



Safe Routes to School



THE END